AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1-13. (Canceled).

14. (Currently Amended)   A method for controlling a driver-assistance device, comprising:

evaluating measured quantities, to be recorded by sensors, for triggering a reaction;

determining measuring instants through repeating cycles for acquiring and evaluating the measured quantities; and

controlling the measuring instants in such a way that one of the measuring instants follows as immediately as possible an instant at which there are measured quantities that give [[giving]] rise to a triggering probably exist.

15. (Previously Presented)   The method as recited in Claim 14, wherein the measuring instants are controlled as a function of a prediction of the instant.

16. (Currently Amended)   The method as recited in one of Claim 14, wherein an faster algorithm that is faster is used for predicting the instant than for triggering the reaction is used.

17. (Previously Presented)   The method as recited in Claim 14, wherein the measuring instants are controlled by altering a run length of a computer program for evaluating measurement data.

18. (Previously Presented)   The method as recited in Claim 17, further comprising:

altering the run length is altered via a number of refresh cycles.

19. (Previously Presented)   The method as recited in Claim 14, wherein the reaction is an intervention into a guidance of a vehicle.

20. (Previously Presented)   The method as recited in Claim 14, wherein the reaction includes a warning signal.

21. (Previously Presented)   The method as recited Claim 14, wherein the reaction includes an occupant restraint measure.

22. (Currently Amended)   A system for controlling a driver-assistance device, comprising:

an arrangement for evaluating measured quantities, to be recorded by sensors, for triggering a reaction;

an arrangement for determining measuring instants through repeating cycles for acquiring and evaluating the measured quantities; and

an arrangement for controlling the measuring instants in such a way that one of the measuring instants follows as immediately as possible an instant at which there are measured quantities that give [[giving]] rise to a triggering probably exist.

23. (Previously Presented)   The system as recited in Claim 22, wherein the measuring instants are controlled as a function of a prediction of the instant.

24. (Previously Presented)   The system as recited in Claim 22, wherein at least one of the sensors is a radar sensor.

25. (Previously Presented)   The system as recited in Claim 22, wherein at least one of the sensors is a video sensor.

26. (Previously Presented)   The system as recited in Claim 22, wherein at least one of the sensors is a lidar sensor.

27. (New)   The system as recited in Claim 22, wherein the measuring instants are controlled as a function of a prediction of the instant, and wherein at least one of the sensors includes at least one of a radar sensor, a video sensor and a lidar sensor.

28. (New)   The method as recited in Claim 14, wherein the measuring instants are controlled as a function of a prediction of the instant, wherein the measuring instants are controlled by altering a run length of a computer program for evaluating measurement data, and wherein an algorithm that is faster for predicting the instant than for triggering the reaction is used.

29. (New)   The method as recited in Claim 28, wherein the run length is altered via a number of refresh cycles, and wherein the reaction includes at least one of an intervention into a guidance of a vehicle, a warning signal, and an occupant restraint measure.

30. (New)   The method as recited in Claim 17, wherein the run length is altered via a number of refresh cycles, and wherein the reaction includes at least one of an intervention into a guidance of a vehicle, a warning signal, and an occupant restraint measure.